Shortage of Chief Flying Instructors

1569. SHRI RAMDAS AGARWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that over 35 civil flight training institutes in India do not have any Chief Flying Instructor (CFI) and, therefore, these are not functioning;

(b) whether Chief Flying Instructors in India are paid much less than the pilots and lack of training Air Craft has forced them to opt outside the country, mainly in the United States of America (USA) and South East Asian countries; and

(c) if so, how Government proposes to deal with acute shortage of Chief Flying Instructors so that above mentioned institutes start functioning?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) There are 49 Flying Training Institutes in India out of which 18 are not functioning due to non availability of Chief Flying Instructor (CFI).

(b) Government does not maintain records pertaining to pay of CFI as the pay are prerogative of the concerned flying training institute. Directorate General of Civil Aviation (DGCA), controls flying clubs from technical angle like maintenance of aircraft and pilot's training standards.

(c) To overcome shortage of CFI, Defence Personnel, on the basis of their flying and instructional experience in Defence, are granted approval by DGCA to act as Chief Flight Instructor or Flight Instructor.

Pre-paid taxi stand at Delhi Airport

1570. SHRIMATI HEMA MALINI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is aware about the nightmare of air passengers at pre-paid taxi stand at domestic airport, Delhi who face long queue alongwith foreign tourists besides rude drivers and apathetic air staff;

(b) if so, whether Government is taking any step to mitigate the nightmare of passengers;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) The domestic arrival terminal at IGI Airport, New Delhi has been recently refurbished and with the opening of the new arrival canopy and further streamlining of the prepaid taxi system, the queues have reduced appreciably. There is a dedicated exit passage for the prepaid taxi passengers. In addition there are traffic marshals deployed to assist the passengers to get taxis.

Reduction in prices of aviation fuel

1571. SHRI KALRAJ MISHRA : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether consequent upon reduction in cost of crude in international market, the prices of Aviation Fuel have been reduced by around 16 per cent;

(b) if so, what steps have been taken to pass the benefit accruing therefrom to the passengers and other aviation users, by way of reduction in fares and freights; and

(c) how far the benfit is sought to be utilized and allowed to be used to set off the losses suffered by the Civil Aviation companies suffered by them in the past?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Aviation Turbine Fuel (ATF) is a deregulated product. ATF price revisions are determined by the public sector Oil Marketing Companies on commercial considerations based on international prices of jet Fuel. Presently ATF price has come down to almost 50% of the peak in August, 2008.

(b) and (c) Air fares are not being regulated by the Government. Airlines are free to charge air fares as per the market forces. Now, with decreasing prices of ATF the Airlines have started reducing fares. However, Airlines are also affected by the global financial downturn of the economy.

LCC plan of NACIL

†1572. SHRI LALIT KISHORE CHATURVEDI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether even after the merger of Indian Airlines and Air India, the Low Cost Carrier(LCC) scheme has not yet been implemented;

(b) what is its effect on the domestic traffic of the new company National Aviation Company of India Ltd.(NACIL);

(c) whether by operating the LCC Plan the companies like Kingfisher are attracting the customers and are expanding scope of their business; and

(d) the reasons for not implementing the LCC Scheme by the NACIL?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Air India Express (AIE), a low cost/low fare carrier was launched by Air India Charters Limited, a wholly owned subsidiary of erstwhile Air India and it commenced its operations from 29.4.2005. Presently, it operates more than 150 flights per week to the Gulf, Middle East and South East Asia.

(b) Majority of the operations of Air India's LCC subsidiary, AIE are on the international routes and it has very minimal presence on the domestic routes. As such, there is no effect on the domestic traffic of NACIL due to Air India Express.

(c) In airline industry, expansion of scope of business is dependent upon various factors like fare, services offered, induction of capacity etc. and each airline adopts its product strategy keeping such factors into consideration of its business.

(d) Does not arise in view of reply to (a) above.

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†Original notice of the question was received in Hindi